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- 9 Lain entrance to the enclosed harbor area. The enclosed area includes the whole wharf area, from the ballast box to the power plant (14). It is partly enclosed by a wire fence and partly by buildings. The border police post is located at the main entrance and patrols the whole harbor area. The border police are under the orders of a lussian major and wear as insignia the letters "GP". There are also two other entrances to the harbor area. The lussian Kommandatur in charge of the harbor, as well as the perutra office under a lussian (fnu) Kysuk, are located in the same building as the border police office.
- 10. Harbor administration office. The head of this office is a German (fnu) Kessler, a former employee of the shipping firm Hautz und schmidt in Stettin. Kessler prefers to employ men who do not belong to the SES. He has, however, as harbor captain a certain Hans Voelzke who is generally recognized to be an agent of the SED. Voelzke is a functionary of the union and has belonged to the KPD since 1919. In 1945, he was police chief of Stralsund but was later dismissed.
- 11. Silo III. Formerly belonged to the landwirtschaftliche ain-und Verkaufsgenossenschaft which is now a People's Owned Plant of the VAAB. It has a capacity of 5,000 tons. In warch 1952, it was largely filled with cats and barley.
- 12. Sile II. Former flour mill, now a People's Owned Plant of the VLAB. This sile is used to held the DDA grain reserves in Stralsund. It has a capacity of 3,000 tens and is at present filled with rye.
- 13. Dilo 1. Formerly belonged to the Domaenen-Landbetriebsgesellschaft and is now a VLB of the VEAR. It has a capacity of 3,500 tons and is at present filled with rape seed, rape, poppy and mustard. The silo is supervised by Lax inkler, a non-Columnist, who is supervisor of all silos in stratsund.
- 14. Power plant.
- Coal pier. This new pier serves the power plant exclusively and is equipped with a grab crane. The piers which for erly existed here were destroyed.
- 16. Storage sheds of the forer loper line. These sheds now lie within the closed off cocking area for seepolized craft. They will probably be used as storage for the scepolized. Single seepolized craft are occasionally tied up here.
- i7. Jain docking area for the peopolize. The following types of craft are often to be seen here: minesweepers under both Seman and musian flag, and both large and small type 3-boats. In times, ten to twelve boats have been observed tied up here. They appeared to belong to a training unit which sets out from here to a firing area, because two small 3-boats more seen towing targets.

- 3 =

18. Volkswerft. The yard covers the area from the duegendamm to the point where the cable car of the sugar factory joins the Liegelgraben. The yard area is closely guarded. Assembly line methods are used here. Until the end of 1951, eight to ten luggers were leaving the ways every month. They were of 250 GAT and were painted green. Since the beginning of 1951, no more such luggers have been built. In their place, two new-type fishing craft of 500 GAT each were completed in Lay.

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are motor ships and, from the sound of the engines

are quite powerful. According to a newspaper article
which appeared when these two boats were launched, they are destined
for fishing in the Arctic Ocean. Then they left the yard, the boats
were sailing under the Jerman flag and had a German crew. Thereas the
250 ten luggers have the engine and the bridge astern, the 500 ten
craft have the engine in the center and also have a short funnel.

18A. Assembly slips

25X1

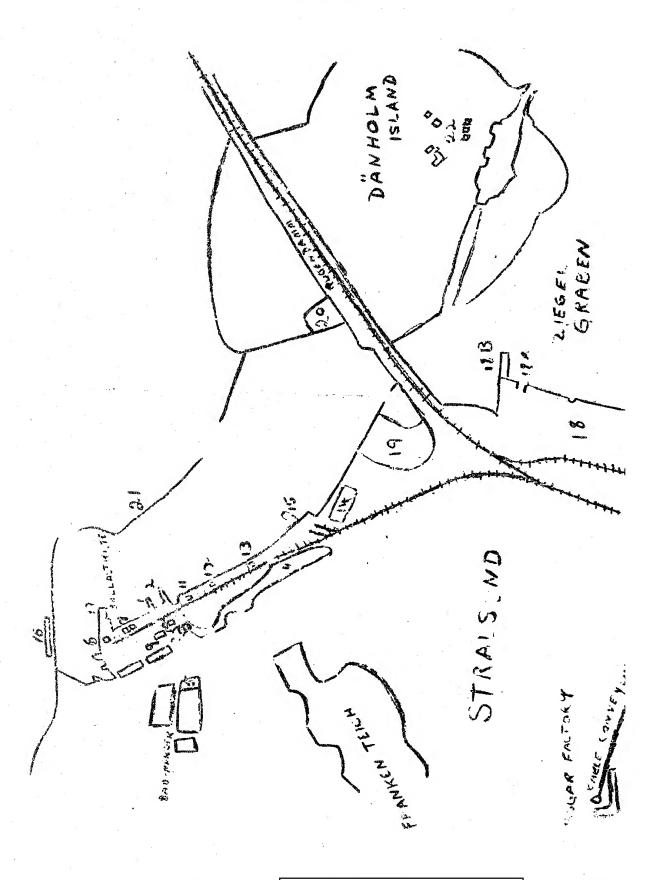
- 18B. Pier, about 12C meters long, where new ships dock.
- 19. Schiffsbau und Reparatur Perft (former Schiffsbergung). This was formerly the Reparatur Perkstatt des Beewasserstrassen Amtes and is now a VEB. The former steamer "Tobert Ahrens" of about 1,200 GAT was converted here into a freighter and renamed "Vorwaerts". It was completed in october 1950 and now sails requiarly from Rostock carrying

reparations goods to Russia. It calls in Latvia at Lepaya, Telgava, and Riga, at Kaliningrad, USSR, and Tallin, Estonia, and carries mostly machinery, sewing machines, turning lathes, cars, textiles, etc. It has a crew of 28 men. At present a ship of about 1,000 GRT, somewhat similar to the "Vorwaerts", is being converted at the yard. It is to be completed toward the end of 1952.

- 20. Repair shop for luggers. There are no hangars in the yard area, only small shop buildings. Newly built fishing craft often lie here for checking and completion after failures have become apparent during their trial run.
- 21. Johnna mole. This has been recently filled in with rubble. It is planned to make a transshipment point here to transfer goods from ship to ship.
- 22. For er derman havy barracks which now serve as living quarters for workers in the yards.
- 23. The following crames are available in the port:
 - a. Ballast box along the north wharf: 1 electric crame of 2.5 tons, 1 steam crame of 1.5 tons. A spur track leads to a turntable near oilo V.
 - b. Ballast box along the scuthern wharf: 1 electric crane of 1.5 tons. A spur track leads to the crane.
 - e. tharf hear the hilot tower: Potassium shed with a capacity of 4,000 tons equipped with 16 conveyor belts, each capable of handling 16 tons per hour.
 - d. marf between bile II and III: Potassium shed with a capacity of about 4,000 tons, equipped with conveyor belts.
 - e. In front of silo I: 1 matry crane (Demag) of 3 tons, 1 new justry crane, completed in January 1952, of 5 tons.
 - f. The steel sheet piling unarf between bilo III and the power plant has been completely restored.

CHOLI

Attachment I



25X1